



The China Mail.

ESTABLISHED 1845

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COWS' MILK

No. 16,071.

號六月一十年四十一百九千一英

HONGKONG, FRIDAY, NOVEMBER 6, 1914

寅甲大歲年三國民華中

PRICE, \$8.00 Per Month

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd
WINE & SPIRIT MERCHANTS
ALEXANDRA BUILDING, HONGKONG.

COMMERCIAL. THE YARN MARKET.

Moore, Polish walls and Kotewall, cotton
and yarn brokers, report:—

Since the last mail on the 23rd ult.,
our market has remained as hitherto
completely demoralized, the only business
being between first hands and dealers
being as we pointed out before, insignificant
lots for daily delivery only and confined
to the fortnight probably not more than
1,100 bales. Prices, however, continue on
their downward course, and we have
decided to revise our list of quotations for
this mail in order to show the fearful
heavy fall which has taken place since the
war began.

The position of the market is rendered
the more serious in that the Chinese
dealers have practically ceased clearing
their old bargains, upon which there are
immense losses, which is tantamount to a
rejection of their contracts.

Total sales, 1,100 bales.
Unsold stocks, 55,000 bales.
Sold but undelivered in the godown
and to arrive 25,000 bales.
Arrivals—The mail steamer, "Oriental" and
"Mildred" and extra "G. Asper" from
Bombay, and extra "G. Asper" from
Calcutta have brought in 4,970 bales for
Hongkong and 2,990 bales for Shanghai.
Local Mill.—No sales.

Shanghai.—The market is in about the
same condition as here.
Japanese Yarn.—This yarn has suffered
a heavier decline than the Bombay yarn,
as the following quotations will show:
Sales 500 bales Yellow Joss No. 20 at
\$11.50 500 bales Seto No. 20 at \$12.25
No. 10 \$11.00.
Raw Cotton.—No sales in Bengal or
Chinese. Stock 1000 bales Bengal and
1000 bales Chinese. Quotation, Bengal
at \$17 to \$20, Chinese at \$20 to \$25 per
picul.

OUR NEW BATTLESHIPS.

The shorthands with which the Admiralty
acted at the opening of the war in
excluding a pre-emption on the two
Turkish battleships which were just
completing in this country is emphasised,
says the Naval and Military Record, in the
new Navy list. One of these vessels, the
Agincourt, was commissioned on the
morning of August 7, although it was not
declared until August 4. The other vessel,
the Erin, hoisted the pennant on August 22.
Both vessels commissioned at the ports at
which they had been built, and were placed
under the command of Capt. Douglas H. L.
Nicholson, commander of the Agincourt's
yacht, and Capt. E. H. Victor A.
Stanley, who at the time of the outbreak
of war was in command of the Royal
Naval College at Dartmouth. In order
to commission these two ships, the Ad-
miralty drew to a large extent upon the
Royal yachts. The rapidly with which
these two big battleships were provided
with officers and men and sent to sea
redounds to the credit of all the naval
departments concerned, particularly as the
emergency arose at a moment when there
was such great pressure at work. The
commissioning of these ships was, in fact,
merely a detail, for simultaneously the
naval authorities were finding officers for
the command of a large number of liners,
which were immediately put into commis-
sion, and for a group of hospital ships and
"cruisers," and were busy preparing a
number of fleet auxiliaries and trawlers.

GERMANY'S BIG GUNS.

New Weapon of 20 Inches.

In view of the extensive damage which
has been done by the German 17-inch
siege gun, it is not surprising, says a
Central News message from Paris, that
there should be much public interest in
regard to the nature of this new weapon
and its working arrangements.

According to published details, the gun,
which is popularly known as the "Brun-
ner," and is operated only by engineers
specially furnished by Krupp, is dis-
charged electrically from a considerable
distance, its action being such that the
operator cannot remain in the immediate
vicinity.

The projectile weighs 950 kilograms
(approximately 2100 lb.), and on leaving
the gun describes a parabola covering a
distance of twenty kilometres, and
rising to an altitude of 1,200 yards. It is
added that the shell, in exploding, emits
loudly.

The Germans are reported to be man-
ufacturing now a gun of 29.08 in.

ACCIDENTS WILL HAPPEN.

It may be impossible to prevent an acci-
dent, but it is not impossible to be
prepared for it. Chamberlain's Pain Balm
is not for everyone's use, and with a
little of this ointment you are prepared
for most anything. For sale by all
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A Complete Diet
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As Milk is one of its constituents the only other
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STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
FRIDAY, 6th NOVEMBER.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'
5 P.M. 'KINSHAN.' 5 P.M. 'PATSHAN.'

SATURDAY, 7th NOVEMBER.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'
5 P.M. 'KINSHAN.' 5 P.M. 'PATSHAN.'

Single Fare by Night Steamer (return by day Steamer) \$6.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the
Companies' vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'SUI AN'
HONGKONG TO MACAO

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays, at 8 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MAOAO TO HONGKONG.
Week days at 1.30 A.M. and 1 P.M. Sundays, at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO. SUNDAY, 8th NOVEMBER.

The Company's Steamship "HEUNGSHAN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.
and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street
Wharf.

FARE AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG.'

Departure from Macao to Canton on Monday, Wednesday and Friday, at 2 P.M.
Departure from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUHOW LINE.

S.S. 'SAINAM,' 588 Tons, and S.S. 'NANNING,' 586 Tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the
days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and
'SANTU.' These vessels have superior Cabin accommodations and are lighted
throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted), 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the:—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor).

Opposite the Blakes Pier.

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IN AID OF THE FUND OF THE

SOCIETY OF ST. VINCENT DE PAUL.

To be held in the Compound of the

ROMAN CATHOLIC CATHEDRAL.

On SUNDAY, 8th NOVEMBER, 1914.

from 9 P.M. to 11.30 P.M.

UNDER the Distinguished Patronage

of H.E. THE GOVERNOR and Lady

MAY.

ADMISSION TICKET \$1

which is entitled to a Souvenir on its

presentation at the Souvenir Pavilion (on

the evening of the Fete only).

Tea, Cakes, and Refreshments will be

served during the afternoon and

By the courtesy of the Philha

Society their Orchestra will

attendance from 9 to 11.30 P.M.

Tickets can be obtained at the Roman

Catholic Cathedral, Canton on SUN-

DAY, 8th Nov., from 9 A.M. to 7 P.M.,

and at the Gate on the night of the Fete.

The various stalls will be opened for

inspection by the public from 3 to 8 P.M.

on the 8th Nov.

Hongkong, Nov. 5, 1914. 1168

If you happen to be late your meals will

be courteously and promptly served

for the same. Only at the ALEXAN-

DER CAFE

CHEN KWONG & Co., Ltd.

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EXPORT.

CANTON

LARGE WHOLESALE & RETAIL

STORE.

FURNITURE, Draperies, Groceries,

Books and Stationery.

Makers of Jewellery, Lacquerware,

Crockery Ware.

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Foreign Clothes for gentlemen made to

order by our own tailors.

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Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton &

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and No. 121, Commercial Road Central

Tel. No. 811.

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SHIPBUILDERS, CALVERS AND REPAIRERS, BOILERMAKERS, FORGE-
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WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway

Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 83' x 8' 6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 1,000 tons displacement

providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

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PETROL & KEROSENE MARINE MOTORS 1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRIFT, CARRIERS, GUNBOATS,

LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY

DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the

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NOTE ADDRESS.

102 HOUSE HONGKONG

LIPTONS

No. 1 Tea 95 cts. per lb. Foochow Buds 80 cts. per lb.

Our own Special Blend of India & China Teas

85 cts. per lb.

Roasted & Ground daily the best Java Coffee

75 cts. per lb.

For absolutely the best Cup of Tea, Coffee, Cocoa; also Soups, Cakes &c.

procurable in Hongkong—to be obtained only at

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LADIES CLOAK ROOM.

THE HONGKONG HOTEL

AND

GRILL ROOM

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MANAGER.

PEAK HOTEL

ADAMANTLY SITUATED AT VICTORIA GAP.

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Effervescent Saline

For purifying the Blood

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Refreshing Invigorating

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LADIES DAYS MONDAYS AND TUESDAYS

CHARGES:—

Turkish Bath - - - - - \$1.25

Electric Bath - - - - - 8

Complete Body Massage - - - - - 2

Single Bath - - - - - 75 cts.

FOR MEDICAL BATH DOCTORS PRESCRIPTION WANTED

SPECIAL PRICES FOR VOLUNTEERS.

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"While-you-wait" Photography.

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH

APPARATUS AND MATERIALS WHICH CAN FINISH

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

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Shipyards, Shum Sui Po, Kowloon, Hongkong. Telephone No. K. 5.

Estimates furnished on application. WONG PING WA, Manager

Hongkong, April 1, 1913

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WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
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MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
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FRANCISCO TSE YAT, General Manager
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STEAM RAISING, FURNING, STEEL MAKING, REPAIR WORK,
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Moderate Prices.

A Natural
RemedyTime was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs" and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.ENO'S
FRUIT SALT.is the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.It may be safely taken at any time by young
or old.It is very effective in the early stage of Diarrhoea
by removing the irritating cause.Be prepared for emergencies by always keeping
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C. ENO, LTD., "FRUIT SALT" WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

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HAM & BACON

Absolutely the best in the Colony.

BREAKFAST BACON

in rashers, .90 cts per lb.

MILD CURED

HAM, .85 & .95 cts per lb.

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G. GOUSSON,

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ESTABLISHED A.D. 1870

IRON STEEL METAL AND HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pic Iron and
Foundry (also Importers), General Store-
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37, HING LON STREET, (2nd Street, west of
Central Market) Telephone No. 615.
Hongkong, September 4, 1914.PEAK TRAMWAYS COMPANY,
LIMITED

TIME TABLE

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m. every half hour
11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.30 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the
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DON'T Forget after this hour, Sapper,
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Open Till Midnight

TURPINITE AND ITS
TERRORS.FRENCH EXPLOSIVE WHICH
KILLS ALL LIFE.

DEATH WITHIN 400 YARDS.

What truth is there in the reports
current that the French are firing a new
explosive of such a deadly character that
whole battalions of German infantry are
found dead in their trenches "standing
bolt upright, and still holding their rifles
in firing attitude," as though suddenly
petrified (asks the "Daily Express.")The new explosive, says the paper, in-
vented two years ago by Mr. Turpin, the
"parent" inventor of melinite and of
lyditite—which is merely a name for the
fact that the first experiments were made
at Lydd, in Kent, in presence of the
French inventor, was undoubtedly the most
terrible and the most widely-deadly dealing
high-power explosive ever known. So
lethal in its effect, the new shell on
explosion, that should its use become
widespread, would mean, indeed entire
nations, would be completely exterminated
in the course of a few weeks. For this
reason its use is probably prohibited by
articles of war, by the International Hague
Convention, though Mr. Turpin himself
claims that this is not the case.

THE INVENTOR.

Mr. Turpin is not only a remarkable man,
he is also a man who has every long years
nurtured a serious grievance, but who con-
sidered that he had been deeply wronged
in connection with the discovery of his
previous inventions, melinite and lyditite.
It is said that he became resentful and suspi-
cious, and that he resolved to set to work
to discover some new explosive that
would completely throw into the shade
previous discoveries of which he was the
author, but which had been "improved"
by other technicians.My own experience of Mr. Turpin,
gathered in personal intercourse and in
correspondence with him, is that he was
both bluntly and over-suspicious, with
inclined to consider every newcomer with
suspicion. I should say that he is not at
all what is known as a "man of business,"
but that, like all the time, an inventor
of a really valuable scientific cap city.For years Mr. Turpin, in his quiet house
in the little town of Pontoise, some twenty
miles from Paris, had been silently working
away at his new discovery, and at a com-
paratively recent period he had the satisfac-
tion of seeing the French Government
make him the "amende honorable," and offer
him a new discovery to his country, but his
old dislike of War Office methods and War
Office technicians persisted and this some-
what hindered the negotiations.

CUTTING DOWN.

Moreover, for years past France, at the
imperious demand of her democrats, had
been persistently cutting down her military
expenditure, while on the other hand, Ger-
many had been steadily increasing hers.
This was what was the department of
the national defence asked for special
credits the amount was invariably cut down
by the War Minister for the time being,
before submitting the amount to Parlia-
ment, where ambitious politicians, anxious
to pose as anti-militarists, insisted they would
vote the amount. In such circumstances
there was little money for new experiments
with explosives, and the outbreak of war
found France by no means so thoroughly
prepared in artillery, in munitions in
reserve forces, as was Germany.Mr. Turpin, however, was used to War
Office procrastination, and he therefore for
expedience, while on the other hand, Ger-
many had been steadily increasing hers. He
had made his parts in different factories,
and those parts were put together elsewhere
under his personal supervision. So, too,
with the shells. In a small factory close
to Pontoise he personally filled them,
and then, in the presence of a dozen
carefully selected and invited officials, he
carried out some of his first private
experiments on a deserted part of the
Atlantic coast.

A TRIAL.

The most curious episode in the history
of one of these early trials of his new ex-
plosive, was made "as his own." He
was made to put in different factories,
and those parts were put together elsewhere
under his personal supervision. So, too,
with the shells. In a small factory close
to Pontoise he personally filled them,
and then, in the presence of a dozen
carefully selected and invited officials, he
carried out some of his first private
experiments on a deserted part of the
Atlantic coast.On a stretch of sand 500 yards from high
water level, a temporary camp had
been erected, about 100 yards square, and
filled off with wooden hurdles. In this
spot were some dozen sheep and a couple
of aged and worn-out horses.One of the horses was contentedly moun-
ching away at some hay in a trough, the
other was rubbing himself against one of
the hurdles, while the sheep were bunched
together in one corner.
This was what I saw through my glasses
when, from behind a ridge some 2,500
yards away, there came a sharp, loud thud
and the shrieking sound of a small shell,
just as though somebody had taken a piece
of silk and rapidly coiled it in two. It was
the same tearing sound, only louder.There was an explosion in the open space
in the middle of the improvised sheep
pen. The sheep were still huddled in the
corner some distance off, one of the old
horses was apparently leaping up against
the railing, while the other, the one that
had been munching hay at the trough, lay
on his side.When ten minutes later I reached the
pen the sheep looked for all the world as if
they had been suddenly petrified. They
were mostly standing up one against the
other.Three or four were lying down, but all
were dead, with their eyes open and lower
lips hanging.
It was absolutely ghastly. Yet of all the
animals only the old horse that had been
munching hay was his by a fragment of a
shell. The other old horse was half-fallen,
half-leaping up against the fence, his fore-
legs stretched out forward, his hind feet
doubled up on the sand beneath him. Both
had been killed instantly.

A FAINT DOOR.

There was a faint odor in the air, which
I can only describe as that given off by
petrified spirit, yet mixed with a
pleasant odor of hay.
There was no wind at the time, the air
being practically still. I should like to
have seen the gun, but this, as well as the
shells, was surrounded by a canvas screen.
The experiment made a deep impres-
sion on those present and quite obvious
and I was not surprised therefore to hear
that the experiments had been repeated
on a much larger scale at the French
permanent camps of Chalons and Mailly.I am told that those experiments were
the work of the German General Staff, for it
was the last few weeks, however, Mr. Turpin
had taken up his quarters at a magazine factory
in a populous Paris suburb, where a number
of men have been engaged in preparing the
component parts of the turpinite shells,
which are finished off in private laboratory
by Mr. Turpin and two assistants, who work
with the door locked.

NOT GENERAL YET.

For special reasons, which it would be
unfair to divulge at the present moment,
I am strongly of opinion that these shells
have not been used to any extent by the
French armistice in the field. Probably an
equal test under battle conditions has
been made once or twice, but no more. A
number of people, however, have got wind
of the matter, and imagination has done
the rest.That this terrific explosive will, however,
be used in case of such an eventualities as
an attempt to take Paris by storm, I
have no doubt, but I am convinced, despite
the thousands of bombs now prepared and
the special apparatus that are being cast,
this explosive, a single 56 lb. shell of
which is able to kill and—go to speak—
"poetry" every living thing in a space of
400 square yards, will not be used unless
under very desperate circumstances, and
only with the full consent of France's
allies.COUGHING INTO
CONSUMPTION"Only a Cough" but you stop
it while it is ONLY a cough.WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUNDThe finest preparation made
for combating severe coughs.
CURES any cough that is
only a cough. Very palatable.

OF ALL CHEMISTS

BOTTLES—\$1.50 and \$2.25

THE PHANTOM ARMY.

SECRET OF THE MYTHICAL
RUSSIAN LEGIONS.There is not the slightest doubt about it,
observes the Daily Chronicle of September
14. The evidence in support of the pre-
sence of Russia is so overwhelming that
it would be easier to convince people that
there was no war at all than to convince
them that the Russians have not been here.Who has not said that they have friends
who have seen them, talk of such things,
offer them refreshments, and given them
cigarettes? They have been hanging over
enough cigarettes to last the whole Russian
army for a week. How many train loads
of Russians have not been seen passing
through Newcastle. There is a legend of
Chisholm, a favorite haunt of the Rus-
sians—Syrbiton, a royston, Clapham Junc-
tion and other stations? They have been
on every railway in the kingdom, and one
of the Great Eastern trains, instead of
landing the Russians at Harwich deposited
them at Norwich.Officials of railway companies have
vouched for the orders for trains: station
masters have held up the ordinary traffic
to let the trains through. The exact number
of trains passing through a railway station
has been noted. The trains have passed
through with drawn blinds. Deafened
Cossacks wearing fur caps have been no-
ticed lifting a corner of the blind to peep
out. Interpreters have been sent to serve
the Russians. Friends who know the
language report the evidence (at second or
third hand) of the presence of our illustrious
Russian hosts is indisputable.

THE FRIENDLY FRIEND.

The man—or woman—who tells you with
absolute confidence that their friend or
friend's friend has seen the Russians is en-
raged if you are sceptical, and considers it
an insult if you doubt the friend's friend's
veracity.There is other evidence apart from per-
sonal testimony—very circumstantial evi-
dence. There is the shipping company
whose ships have been chartered to go to
Archangel; there is the alarm of the
Swedes at Archangel; there is the Board of
Trade's announcement that foodstuffs were
being imported from Russia via Archangel.
("We know what that foodstuff is, and the
Germans will know to their cost soon
enough.") The Russians were loaded by
Abendens, Leth, Newcastle, Hull, and
Grimsby. That is quite certain on
second hand evidence. The number of
trains required to carry them southward is
known—180, but the same trains were
running on several different lines.Of course the Government wanted to
keep it secret. It was a terrible surprise
which they were springing upon the
Kaiser. It was the greatest coup in the
campaign to land several Russian army
corps at Calais, Dunkirk, Ostend. The
troops sailed from Southampton, Bris-
toli, and Folkestone.It is a pity to shatter this beautiful
structure which the amateur diplomatists
have built up. To offer a denial on behalf
of the official authorities simply strengthens
the belief in the Russians. In the future
authorities are sure to conceal the facts
and mislead the public. In order, therefore,
to allay further unnecessary excitement,
as far as our readers are concerned, we
must reveal the whole truth about the
Russians. It is this: There have been no
Russians. The fact must be emphasized.

THERE HAVE BEEN NO RUSSIANS.

The number of Russians who are
supposed to have been here began at
50,000, but has swollen to a half a million
long ago. Let us take 50,000, and see how
they could have got here. There is only
one single railway line from Wladivostok to
Archangel. It is a different gauge from
other Russian railways, has a very small
quantity of rolling stock and little business
is done on it. In order to gather 50,000
troops at Archangel, with horses, artillery,
and equipment, the Russian authorities
would have had to start mobilising them in
May last.The passions of the Russians admit that
they did not foresee this difficulty.
They are next faced with another diffi-
culty. They are unable to explain why the
Russians, having been brought on trans-
ports, should have been brought to Aber-
deen, Leth, Hull, Grimsby, and other
places on the East Coast, with all their
horses, artillery, equipment, commissariat,
etc., put into trains to be taken to
Southampton, then transferred probably
to the same transports which carried them
from Archangel, in order to go to Ostend,
Dunkirk, Dieppe, or other places. (We
say the same transports, as there are not
sufficient other ships available just now in
view of the transports required for English
troops). Would it not have been much
simpler to have taken them round the
west coast and up the Channel to
Havre or Ostend? This route had the
advantage of being safe, while the North
Sea coast is not. It also had the advan-
tage of secrecy, as then no one would have
seen the Russian soldiers at railway
stations or given them cigarettes. All
this inquiry leads to the one conclusion,
which must disappoint many people:
There have been no Russians, only a few
staff officers going through to France, and
a few reservists from America and this
country.The Russian soldiers, in the meantime,
are doing valiant service to their Allies in
Austria and Germany."What about the trains?" it may be
said. Of course, there were trains as the War
Office has sent about 100 more British
troops to France within the last ten days!As is so often the case, a person foolish
enough to improve the shining hour by giving
advice in his front of learning—advice
which is himself never followed.With much pompousness, he conducted
the village wedding, and wound up with a
touching little homily to the bride."Let no quarrels mar your married life,"
he said feigningly. "Remember that the
wife should love and obey her husband,
and it is her duty to follow him in all
things.""But, sir—" meekly interrupted the
bride."Permit me to finish!" he said, in a
childish manner. "As I said before, it is
her duty to follow him wherever he may
go. She must—""But, sir," broke in the bride, in a more
determined voice, "can't you after that last
bit? My husband's a postman!"THE NEW FRENCH REMEDY,
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

FOR YOU



THE DOLLAR MARK

never obscures our idea of
eyeglass service—the first
consideration here is perfect
satisfaction in glasses and
our patrons never find reason
to complain of our charges.We use every scienti-
fic method of value in
testing the sightFOR ALL EYE TROUBLES
CONSULT US.CLARK & Co.
SCIENTIFIC OPTICIANS
109, BLDG. CHATER RD.
HONGKONG

Hongkong, May 25, 1914.

INTIMATIONS

LOST.

A DIAMOND AND PEARL EARRING
with screw fitting on Wednesday
night, 4th instant, between the Hongkong
Hotel, Peak Tram, and 82, The Peak.
Finder returning same to the Hongkong
Hotel will be rewarded.
Hongkong, Nov. 5, 1914.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of
1912, the EXCHANGE BANKS will
be CLOSED for the Transference of
PUBLIC BUSINESS on MONDAY, the
9th instant.
Hongkong, Nov. 5, 1914.

WANTED.

IMMEDIATELY EUROPEAN SHIP'S
DOCTOR FOR VOYAGE TO
LONDON.Apply to
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, Nov. 2, 1914.

NOTICE.

W. & A. GILBERT'S WINES & SPIRITS.

A. S. WATSON & Co. Limited
have been appointed
AGENTS for Messrs. W. & A. Gilbert's
Wines and Spirits.
A. S. WATSON & Co. Ltd.
Hongkong, Oct. 22, 1914.

YEW LEE & Co.

At Cheong and L. Hansen.

STEVEDORES, SHIP-CHANDLERS,
COMPARATORS and COAL MERCHANTS.

15, LES YUES STREET, WEST.

Telephone No. 1230.

Hongkong, Oct. 29, 1914.

JAPANESE MAKERS.

Every kind of Footwear.

MADE
TO
ORDERCHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel.
Telephone No. 421.
Hongkong, March 20, 1914.

PATELL & CO.

Exporters & Importers

General Merchants
and
Commission Agents.HONGKONG, CANTON,
SHANGHAI AND
HANKOWTHE ALEXANDRA CAFE cannot be
located, it is equally well known
as, Confidentially, Made with Wines &
Liquors.



Hughes and Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used:
A.B.C. and 2nd Edition
AT TELEGRAPHIC CODE.

Telegraphic Address
METRON HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED)

SATURDAY,

the 7th November, 1914, at 11 a.m.,
at their Sales Rooms, No. 18,
Des Vaux Road, Corner of
Ice House Street,
ABOUT 200 PAIRS
BOOTS & SHOES.
English Make
And
Sundry Wines—including Champagne,
Rocks and Brandy.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Nov. 2, 1914. 1153

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED)

SATURDAY,

the 7th November, 1914, at 11 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street,
A QUANTITY OF
CIGARS COMPRISING REGINA
VICTORIA, LONDRES, HIGH LIFE,
PERFECTORS, CABINET, PLANTERS
&c., &c.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Nov. 5, 1914. 1155

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED)

TUESDAY,

the 10th November, 1914, commencing at
2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street,
A LARGE QUANTITY OF
DRAWN THREAD WOE,
EMBROIDERIES, &c., &c.

Comprising—
Bedspreads, Table Cloths, Napkins, Terry
Cloths, Towels, Sidesheets and Cushion
Covers, Blouses, Dress Lengths, Em-
broidered Curtains, Hand Bags, Mandarin
Coats, Shawls, Silk Goggles, &c., &c.
Also
White Ospreys, Mandarin Feathers,
Hand Bags.
(Full Particulars from Catalogue.)
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Nov. 5, 1914. 1155

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

THURSDAY,

the 12th November, 1914, commencing at
2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street,
A QUANTITY OF
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE, &c., &c.

As follows—
TEAKWOOD, &c.—One Drawing Room
Suite, One Bedroom Suite and Dining
Room Furniture, Arm-chairs and Sofas,
Carpets and Rugs, New Brass and Brass-
mounted Bedsteads, Toilet Tables, Ward-
robes, Washstands, &c., Sidescreens, Dinner
Waggon, Extension Dining Tables and
Chairs, &c., &c., Dinner and Dessert
Services, Cookery, Glass and E.P. Ware,
Cooking Stoves, (New), Cutlery, Kitchen
Utensils, &c., &c.
Also
Three Pianos, One Old Blackwood
Wardrobe, Desk, Electric Reading Lamp,
etc., &c., 2 Duplexes, Lace Curtains
and 2 Typewriters.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, November 4, 1914. 1154

FOR a good solid meal in a Cart or
Table D'Or with Wines & Liquors
the best, ALEXANDRA CAFE.

HORLICK'S MALTED MILK.

THE FOOD DRINK FOR ALL AGES.

A delightful beverage, instantly available by the
addition of hot or cold water only.

NO COOKING REQUIRED.

Supplies ample nourishment to meet the needs
of all ages and conditions from infancy to age.

NO ADVANCE IN PRICES.

In 3 Sizes, of all Cheats and Stores.

HORLICK'S MALTED MILK CO., Slough, Bucks, ENGLAND.

THE WHITE FEATHER.

(By ARNOLD BENNETT)

This is a true story, for the essential
facts of which I wrote. The final spec-
tacular incident has not yet actually
happened, but it may happen at any
moment on a fine day.
On a recent afternoon Cedric Rollin-
son, looking excited and triumphant,
entered the great office-rooms, white-
faced gates of the establishment of the
Imperial Blank Manufacturing Com-
pany, Limited. He was twenty-nine
years of age, and looked younger. A
constitutionally stout man, with a con-
siderable sense of responsibility. Also a
successful young man, for he added to
consciousness much industry, and he
had been well-rewarded, and scientifically
trained for his job. His job was an
expert job in the establishment of the
Imperial Blank Manufacturing Company,
and it combined applied science with
the handling of human workmen. His
salary was, of course, handsome (the
Company always insisted on his extreme
youth), but it enabled him to live agree-
ably in a suburban house and garden
with his wife and child. Yes, the
fact-primarily blind to the chances of
a European war had married and be-
come a father.

Soon after the war broke out, the Im-
perial Blank Manufacturing Co., Ltd.,
also broke out with notices to their em-
ployees, which notices were posted all
over the walls of the immense manufac-
tory. Copies of the notices were sent
to the daily papers, and were duly
printed therein, with an editorial head-
line of the kind: "The notice
can thus:

For King and Country.

IMPERIAL BLANK MANUFACTURING CO.,
LTD.

The directors wish it to be known that
in the event of any employee joining
the colours they will, so far as possible,
keep his place open for him, and in addi-
tion will pay to the family of the em-
ployee (should such family be dependent
upon him for support) the difference
between his salary from the Company
and his pay as a soldier, this arrange-
ment to hold good as long as the war
lasts. The directors hope for an excel-
lent response to the above offer.

By Order.

The thing was not very elegantly
worded, but its meaning was clear.
Everybody who entered the gates saw
this notice. Everybody who passed down
the street saw it.

As first Cedric Rollinson could not
imaginatively grasp that this notice was
a notice to him. But his conscience
happened to be a persevering organism,
and after a day or two it got the bet-
ter of him. He had observed in the in-
tellectual periodicals which he read, an
urgent advertisement to the effect that
2,000 junior officers were immediately
needed by the British Army.

He said to himself: "I have a lot
of expert knowledge that might be useful,
and, moreover, I am accustomed to hand-
ling men. Indeed, I am thought to be
rather good at handling men. Perhaps
I ought to go."

On the second night he remarked
rather timidly to his wife:
"I was wondering whether I ought
to offer myself—as an officer, you know."
Then he laughed, as if he had only been
joking with her.
But his wife startled him by answer-
ing seriously:
"I've been wondering about it, too,
dearest."

In a moment they both knew that
the matter was decided. He must go. On
all the hardships he had read: "Your
country needs you." With simplicity
and single-mindedness he took the call
to himself; he did not run it into the
ears of the man sitting next to him in
the Tube, he took it to himself. He
was called, and started to prepare things
for him.

CHAMBERLAIN'S COUGH REMEDY.

When you have a cold and you want a
remedy that will not only give
relief, but effect a prompt and permanent
cure, a remedy that is pleasant to take,
Chamberlain's Cough Remedy meets all
these requirements. It acts on natural
plans, relieves the lungs, this expectoration,
opens the secretions and restores the system
to a healthy condition. This remedy has
a world wide sale and use, and can always
be depended upon. For sale by all Chemists
and Druggists.

At the same time he began to offer
himself to the War Office officials who
were to be the best of the best that they
did not want officers at all, that in
particular they did not want him, and
that he was like his inferior impudence
to fancy that he could get a commission
in the British Army. Nevertheless,
having had for years an intelligent
notion of what the average mentality of
the War Office was, he persisted in his
efforts to make a present of himself to
the nation, and did not lengthen but down
the first distance of the official mind.
Then he made still further progress, and
in the end he was given to under-
stand that he could obtain a recom-
mendation from a person of consequence,
he might conceivably get his commission.

Now he knew a very well-known
artist, and this artist knew a sporting
gentleman through having painted the peer's
daughters, and it was borne in upon
Cedric Rollinson that the recommendation
of the sporting peer would be more
valuable at the War Office than the
recommendation of ten thousand artists,
professors, or philanthropists.
So, through the artist he arrived at the
sporting peer, who was entirely amiable
to the recommendation was promised, and
the wheels had the air of going round
in a satisfactory manner.

It was at this point that Cedric Rollin-
son, looking excited and triumphant, en-
tered the great office-rooms of his
employers. He was excited and trium-
phant because he had now almost suc-
ceeded in forcing his services on his
country, and almost succeeded himself
to leaving his wife, child, and home.
The remuneration named by the War
Office was not excessive; it was, indeed,
quite inadequate for the support of that
suburban home and its inmates. But
as the Company had guaranteed the dif-
ference between his present salary and his
future pay, he did not mind. Certainly
he was risking life and limb and the
whole future of his family; but he
would not be risking the immediate well-
fare of his family; and this contented
him.

In the yard, in front of the counting-
house staircase, he met Mr. Hawker Mat-
tick, a director of the Imperial Blank
Manufacturing Co., Ltd., and the only
director then in London. Mr. Hawker
Mattick was a member of the august
family of Matticks, some of whose char-
acteristics have already been set forth by
H. G. Wells. A bachelor of fifty-eight,
he was, perhaps, (though Wells may dis-
agree with me), the greatest of all the
Matticks. He was the Mattick who pre-
ferred to remain in the background. Other
Matticks had accepted (or rather thought)
titles. But not Hawker Mattick. Haw-
ker was above titles; he was above all
essentials. He never boasted of any-
thing, except that he had the best man-
servant in the Empire; he was never
suspicious. But there was no other
Mattick—no matter how spectacular and
well-advertised he might be—who did not
deeply respect and fear Hawker Mattick,
and speak with awe of his genius for pick-
ing up the right investments, and of the
enormous amount of the death duties on
his estate. Hawker Mattick's social and
political sentiments were apparently cor-
rect to the least detail. On no public
topic did he ever express views that were
inferior to the very best. And he never
Overdid it. He was a stoutish man, un-
susceptible to flattery save at one point:
he liked to be thought "strong-jointed."

"Good afternoon, Mr. Mattick," said
Cedric Rollinson deferentially, raising his
hat. "I was hoping to catch you before
you left. May I have one word?"

The Man Who Gets There

Is the man who has blood—
real rich red blood and
plenty of it—in his body.

**WATERBURY'S
METABOLISED
COD LIVER OIL
COMPOUND**
makes blood—lots of it—life
giving, tonic, nourishing,
strength replenishing blood.

OF ALL CHEMISTS

Price: 1/6 and 2/6

"What is it?" asked Hawker Mattick,
with a blandness which somehow very
firmly indicated to Rollinson that direc-
tors must not be kept just a certain hour
from their clubs. Hawker Mattick and
a few friends had amused themselves im-
mensely of late in the Club by connect-
ing "shillies" and "advertis-
ing" them in the Agency columns of the
"Times" and the "Morning Post."
Hawker's own contribution, to the solemn
patriotic quietude had been as follows:
"Cotton wool and a glass of water will be
provided free on demand to any young
man who does not feel equal to joining
the Army."
"I shall in all probability get my com-
mission, sir," said Rollinson.
"On what?" asked Hawker Mattick.
"I must be admitted without sufficient
proof. But the mind of even the
greatest Mattick lapses in a groove."
"In the Army, sir, I'd mentioned it
to Mr. Spation."
Mr. Spation was the Assistant Man-
ager.

Said Mr. Mattick:
"Come and see me in the morning at
ten thirty."
And in the morning a refreshed Mat-
tick, seated in his grandiose office, said to his
expert young employee:
"So you're thinking of going into the
Army?"

Hollinson did not stick out his chest
and reply: "Sir, my country has need
of me, and I feel that I must respond to
her call." No, he just said:
"Yes, sir."

"Well," said Hawker Mattick, riding
his eyebrows and gently smiling and
touching his discreetly-pointed mustache,
"you know your own business best. I
have no doubt that I can find someone
to take your place, but you will admit
that you put us in an awkward position.
However—"

"But surely, temporarily, sir—"
Rollinson began, already feeling like a
criminal in spite of his conscience.

"Temporarily?" Mr. Mattick failed
to understand.

"You ought to know that we cannot,"
said Mr. Rollinson. "This applies
to the hands, naturally—but for
those in the higher ranks, such as your-
self, the problem is different. Moreover,
the notice says 'so far as practicable,'
but in your country, certainly! Cor-
rectly! But where is your duty to your
country? What about your wife, your
family. Are they and part of your coun-
try. Are you sure that a youthful
boy for military glory, as you imagine
it, is not clouding your better judg-
ment?"

Cedric Rollinson asked quickly:
"If I go shall you make up my salary
to my wife?"

"I fear we cannot."
"Will you make half of my salary
Hollinson demanded with a sort of des-
peration.

Hawker Mattick sized at his hands and
shook his head.

"In these times," he said, "it would
be impossible for us—having regard to
the interests of our shareholders."

He picked up a document and frowned
at it. Utterly unresponsive to danger, he
had not the slightest idea that Cedric
Rollinson was on the point of slipping
round the desk and punching him violently
in the eye. But Cedric, having a wife
and family, and having also some remains
of prudence, controlled himself. He had
to choose between his country and his
wife and family, and he chose.

"Very well, sir," he said. "I must
stay here."

That evening, as he was walking to
the station on his way home, three smartly
dressed girls, approaching, barred the
passage. He stopped.

"How young he is, the poor fellow!"
murmured fondly the "central" girl,
and, suddenly producing a large white
leather, she jabbed it into his waistcoat.
And in another tone, fierce and scornful,
she added: "That's all you're good of,
you coward! Why don't you enlist?"
Adm off the trio went, laughing. This
was the latest sort of bright and pretty
creatures in London.

ECONOMISTS DIFFER.

Mr. Norman Angell and Mr. Chiozza
Money, M.P., are in direct conflict as to
the economic result of the war. Mr. Angell
says in answer to Mr. Money: "Homesites
that the outcome of the war will be ma-
terial gain to us; I say that it will not. He
says in effect that England will benefit by
the destruction of Germany's trade; I say
the war is likely to be much more in favour of
the United States than of England; that,
for instance, England will become less and
America more the carrier of other nations'
goods and the manager and middleman of
their finance. Both of us are prophesying,
but I shall be quite content to have the
facts of the next ten years judge between us."

It was a very pitiable case of vagrancy,
and the magistrate seemed inclined to be
lenient.
"Prisoner, you are charged with inter-
fering about the town in a very suspicious
manner and with not having any visible
means of subsistence. What do you do
for a living?"

Prisoner wiped a tear from his eye and
turned a beseeching face to the magistrate.
"Yone wambly," said he, "I am en-
gaged for mechanical work, and I am
for viewing soldiers—an industry that
entails protracted periods of forced lei-
sure."

If you have lost your appetite, one of
the best Varieties of dainty dishes at the
ALEXANDRA CAFE is sure to tempt
you.

By Appointment to H.M. THE KING.
FIRE ENGINE MAKERS.
MERRYWEATHERS'
Best Quality
CANVAS HOSE PIPES
Two Brands of World-wide Repute:
"DUB-SUB" and "EXTRA DUB-SUB"
Lined with Best Para Rubber when required.
Write for "Hints on Use" and quotations to:
MERRYWEATHER & SONS, Ltd., Greenwich, London, S.E.

BRITISH COURAGE.

QUEEN'S BAYS' CAPTURE.

Engineers' Heroism.

It is probably that the stories of many
of the wonderful feats of daring and
courage performed in France during the
last few weeks by the troops of the
British Expeditionary Force will never be
adequately written, writes A. J. Rolfe,
a Central News correspondent in France.
But they will be handed down from
father to son in the French village and
town around which and through which
our troops have been battling for the
salvation of France and the liberty of
Europe.

Here is a story of the 2nd Dragoon
Guards (Queen's Bays).
"I don't quite remember the date,"
said the wounded private who told me
the story, "because we have not had
time to think of dates of a week ago,
and we were somewhere in the neigh-
bourhood of Saint Quentin. We had
been fighting all day, and had picked
up and entered our horses late at night.
We thought we had seen the last of the
Germans, at least for a while, but at 3.15
a.m. the Colonel suddenly gave orders
to saddle up. We sprang to our horses,
but at that moment shells began to burst
over us and the horses stampeded.

"The German artillery fire grew in
intensity, and we began to wait anxiously
for our own R.F.A. battery to get in
position. But we found we should have
to wait some little time, because at the
moment the Germans opened fire, our
artillery drivers were waiting their
horses. Well, something had to be done,
so we got out our Maxims, and in spite
of the withering fire our boys quickly
got busy. It would have done you good
to see how calmly and quietly they went
about their work.

"When for a few seconds the German
shells were not screaming around
us, you could hear the orders of our
officers as they were getting the range.
Our men who were working the guns
knew they had only one thing to do,
and that was to hold on until the artillery
came up. In other words, their job was
to save the regiment from annihilation.
Well, in a few minutes they were send-
ing thousands of shots in amongst the
Germans, and, shortly afterwards, our
artillery arrived. The R.F.A. had four
guns against the Germans' eleven, but
it was not long before they had silenced
many of the enemy's weapons.

"Our gunners showed extraordinary
courage. Between the artillery and the
Queen's Bays you can bet the Germans
did not have much of a chance, and it
was not long before the boys were in-
ching to try a charge. We did not have
long to wait, and almost before we ex-
pected it the bugle sounded. Off we
went—hell for leather—as the guns,
and the net result of this little engage-
ment was that we captured eleven Krupp
guns and took many prisoners."

ENGINEERS' FLEETWORK.
Gaston Brossier, private in the 6th
Cuirassiers, known in civil life as Darin,
lyrical artist of the Comedie Francaise,
tells the following story, which, for splen-
did heroism, seems to afford a parallel
to the blowing up of the Delhi gate
during the Indian Mutiny. Brossier is
lying wounded in Normandy.

"We were together," he says, "the
Cuirassiers of France and the Royal
Engineers of Great Britain; and we had
retreated across the Aisne at Soissons.
The Germans were advancing rapidly,
and were trying to rush their masses
across the bridge after us. The bridge
had to be blown up. German sharpshoot-
ers were firing at us from a clump of
trees and their machine-guns were work-
ing havoc among the Allies. The whole
place was an inferno of machine-guns and
rifle fire. Into this 'gate of Hell' your
Royal Engineers suddenly went. A
party of them dashed towards the bridge
and although suffering heavily, managed to
lay a charge sufficient to destroy it, but
before they could light the fuse they
were all killed."

"Then we waited. Another body of
these brave fellows had crept near the
bridge and had taken cover, but the Ger-
man sharpshooters had somehow got
their range and were pouring in a deadly
fire. In the next few minutes
we Frenchmen saw something which we
shall remember to our dying day. One
of the Engineers made a rush, alone,
towards the fuse. He was killed before
he had got half-way, but immediately
he was down another man dashed up and
ran on until he too fell dead, almost over
the body of his comrade.

"Others dashed out after them, one
by one, until the death toll numbered
eleven. Then, for an instant, the Ger-
man rifle fire slackened, and in that
instant the bridge was blown up, for the
twelfth man, rushing across the space
where the dead bodies of his comrades
lay, lit the fuse, and sent the bridge up
with a core as a German rifleman brought
him down dead."

OUR NEW ARMY.

THE QUESTION OF SUPPLIES.

Little Confusion.

In the course of the week I have now
visited many of the principal camps and
depots where recruits for Kitchener's
Army are being received and trained.
writes Charles Tower in the Daily News,
in last week's issue. I must confess that, so
far as I could see and hear, I cannot
understand how anybody with the least
conception of the difficulties which had
to be surmounted in improving arrange-
ments for feeding, sheltering, and cloth-
ing more men per day than are usually
enrolled per annum can complain of the
work done by the War Office and its
devoted staff of men all over the recruit-
ing area.

It has to be admitted, doubtless, that
in one place knives, forks, and spoons
may have been lacking for a time; in
another place recruits were disgusted at
having to begin their training in civilian
clothes; in a third there was a shortage
of potatoes for a time. At Taunton,
one heard, there was actually for a time
a shortage of meat of any kind, and in
some of the camps on Salisbury Plain
shoes were not distributed as scarce
commodities. It is also apparently true
that blankets were not always forth-
coming as quickly as recruits.

It must be remembered, however, that
many of these things must be sent out
in bulk, and a depot that yesterday re-
ported itself as dealing with about 600
recruits may to-day suddenly find itself
dealing with 2,000. Another depot
where recruiting fluctuates may be deal-
ing with 2,000 on one day and 500 the
next.

THE ENTERPRISING WAY.
So far as the depots, then, are con-
cerned, the inability to handle fluctuat-
ing numbers has depended entirely, or
almost entirely, on the initiative of those
in command. I will give one example
from a big depot which I visited at the
end of the week.

Here the numbers which had to be
dealt with rose suddenly from about 250
to 2,000. The barracks could not possi-
bly provide shelter, and there were no
existing arrangements for feeding such a
number. The officer in charge realised
that this was an occasion for "improvi-
sation," or, in plainer language, for
throwing over all hide-bound regulations.
He purchased knives, forks, and plates—
about 600 of each—told the local pro-
vider to send the bill to the War Office,
and declined to worry about the result.
Then he sought the Major, and obtained
shelter and a shake-down for 600 recruits
in the Town Hall and other public build-
ings. With the aid of the Mayor he got
the rest of the recruits billeted on
private families, who very willingly took
charge of them, receiving the allowance
of two shillings per day for their board
and lodging. He explained that he would
ask for an "Act of indemnity" after-
wards.

It is possible that even the War Office
may have been handicapped at first by
too keen a desire to avoid subsequent re-
compensation about waste. It is certain,
too, that in many cases material, blan-
kets, cifices and so forth were delayed in
delivery, because they arrived eventually
in bulk, and not in small numbers, as
the local need increased. This was a
matter which could scarcely be avoided.

NO COUNSELING.
I travelled, as far as time allowed,
to some of the centres where the chief
complaints had been reported, and de-
cided to put it on record that the recruits
themselves never appeared to be grum-
bling when I came upon them, and I was
careful to inquire of the recruits them-
selves.

Possibly I had under-estimated their
amazing willingness to endure discom-
fort. Certainly, seeing that the organi-
sation had to be improvised literally on
the spur of the moment, and in many
cases by volunteers officers and N.C.O.s,
whose experience dated twenty and thirty
years back, I had expected to find in
question.

I do not mean to say that there are
no longer any difficulties or complaints,
but that there will ever be a complete
success of them. I know one camp
where there is still a shortage of blankets,
another where there is still a deficiency
of potatoes, and so forth; but I can find
no evidence to support any charge
general breakdown of organisation or
distribution. The distribution of a
paper is difficult enough, but the
distribution of equipment for a rolling
army, where the demand varies daily, is
much more difficult, and the success
which the difficulties are being met
nothing short of marvellous.

Geo. P. Lammert

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By Order of the Mortgagee,
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WEDNESDAY,

the 11th day of November, 1914 at 5 p.m.
at his Sales Rooms, DUNDAS
STREET, VICTORIA, HONGKONG.

The following
VALUABLE LEASEHOLD PROPERTY
situate at Victoria Hongkong viz—
All that piece of parcel of ground situate
at Victoria, situate and known as Mor-
tgage Lot No. 136 together with the messuage
thereon known as No. 81 Bonham Street,
and 107 Wing Lok Street. Term 99
years. Annual Gross rent \$17.50.
For further particulars and condition
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Messrs. JOHNSON,
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Mr. GEO. P. LAMMERT,
The Auctioneer.
Hongkong, Oct. 23, 1914. 1151

NORTH BRITISH & MERCANTILE

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TOTAL FUNDS at 31st December, 1913

£33,622,135.
—Authorized Capital £8,000,000
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Paid up Capital £2,437,500
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Give immediate relief and a speedy cure. Invaluable for
Cold in the head, Influenza and Neuralgia.

22 QUEEN'S HEAD, MONKTON.
Bottle July 22, 1883.

FINE golfer, the football player and the all round athlete know the value of Chamberlain's Pain Balm. It's just the thing for a rub down after a hard game. All nervous disappearances like sprains and sprains and swellings are cured in one third less time than by any other treatment. For sale by all Chemists and Storekeepers.

EARLY COLDS.

Be careful of the colds you take at this time of the year. They are particularly dangerous. A neglected cold may become a winter-long cold. Take Chamberlain's Cough Remedy at once. For sale by Chemists and Storekeepers.

Mr. Faithfull: Why don't you arrest him, then?

Mr. Haywood: Arrest my client!

Mr. Faithfull: I am not a policeman.

(Laughter.)

A week's adjournment, with mutual discovery of documents, was ordered.

The first diver seized the fish and despite its slippery nature succeeded in landing it at pier and transferring it to the family sampan alongside the Praya.

The incident caused some alarm to those on an incoming ferry and on office verandahs as it was thought that a child had fallen into the water.

the present war, and accused the War Lord of having hatched the plot on his visit to Vienna after the assassination of Archduke Ferdinand. "But I cannot give you a good dinner," she laughingly added.

The British prisoners of war captured by the Germans in France have been placed in a concentration camp at Döberitz, outside Berlin, in a small wood about 800 yards from the main road, through that place. The prisoners' rations come from the same military kitchen that supplies their guards. The women in the place have been showing considerable sympathy with the Englishmen, and have often succeeded in slipping past the sentries in order to do them little acts of kindness. The way to the kitchen is rather long, and the arrangements are such that as the prisoners march to the work place and back, they have to pass the kitchen and bowls to receive their rations the women get an opportunity to get close enough to them to give them little presents of cigarettes and chocolates or other sweetmeats. The least reports, however, the guarding of the camp is to be made more rigorous.

Full of Hope that "Ravanche"
Is Near.

Scene on Blake Pier.

A curious incident, which attracted quite a large crowd to Blake Pier.

noticed by a number of sampan lads dis-
porting itself near the top of the water by
the side of the pier, and hastily divesting
himself of his coat one of the lads dived in

The first diver seized the fish and despite its slippery nature succeeded in loading it on pier and transferring it to the family sampans alongside the Pava.

The incident caused some alarm to those on an incoming ferry and on office verandahs as it was thought that a child had fallen into the water.

BY TELEGRAPH.

(Reuters Service to the China Mail.)

THE PROGRESS OF THE WAR.

REPORTED NAVAL ENGAGEMENT OFF VALPARAISO.

THE GERMAN VERSION.

GERMAN CRUISER STRIKES A MINE.

LATEST NEWS FROM FRANCE, BELGIUM AND EAST PRUSSIA.

REPORTED NAVAL ENGAGEMENT OFF VALPARAISO.

The Admiralty has received reports from German sources of a naval engagement off Valparaiso, but so far, the Admiralty have no official confirmation.

THE GERMAN VERSION.

The Admiralty states that according to the German reports the Schanhausen, Gneisenau, Leipzig, De-41-n and Aufenburger concentrated near Valparaiso and fought a position of Admiral Sir Christopher Cradock's squadron on Sunday last.

The reports state that the Monmouth was sunk and that the Glasgow and Oranto escaped.

The Admiralty cannot accept the German version as accurate because the battleship Undine, specially sent to strengthen Admiral Cradock's squadron is not mentioned and only three out of the five German ships have entered Valparaiso.

It is therefore possible that full accounts of the action may considerably modify the German version.

Effective measures have been taken to deal with the situation in any event.

GERMAN CRUISER "YORCK" SUNK BY A GERMAN MINE.

A telegram from Amsterdam says that it is officially stated in a Berlin telegram that the German cruiser "Yorck" struck a chain of mines which were blocking the entrance to Jaldie Bay, on the north coast of Germany.

The cruiser sunk, and, so far, 382 men—more than half the crew—have been saved.

The "Yorck" was an armoured cruiser, completed in 1906. She was of 9,250 tons, 10,000 h.p., 21 knots, and carried four 8.2 guns, ten 5.9, sixteen 3.4, and fourteen smaller guns and 4 torpedo tubes.—R.D.]

THE SITUATION IN INDIA.

The following telegram from the Chief of the General Staff, Delhi, was yesterday sent to Major-General Kelly, C.B.:

In India the situation remains satisfactory. There has so far been no excitement caused by the outbreak of hostilities with Turkey. In many places there have been meetings of influential Mohammedans to declare their steadfast loyalty to the British Government and to deplore Turkey's action.

Reports received show the excellent bearing of Indian troops in contact with the enemy in France.

Recruits are coming in most satisfactorily.

TURKISH AMBASSADOR TO LONDON RECEIVES HIS PASSPORTS.

The Turkish Ambassador to London has received his passports and leaves to-morrow.

FIELD-MARSHAL FRENCH CONGRATULATES THE LONDON SCOTTISH.

The Press Bureau adds that Field-Marshal Sir John French sent a telegram of congratulation to the London Scottish for a brilliant charge at Messines. Our troops on the 1st November were attacked all along the line, but repulsed the enemy everywhere with the heaviest loss.

Our artillery continues to do prodigious slaughter.

The maintenance of an unbroken line has greatly discouraged the Germans.

THE SIEGE OF TSINGTAU.

The Final Attacks.

A telegram from Tokio says that a vigorous assault on Fort Ila, the strongest fortification at Tsingtao, has begun. The way for the infantry has been prepared by a most terrific bombardment, which almost reduced the fort to atoms.

GREAT BRITAIN AND TURKEY.

London, Nov. 5, 12.50 p.m.

At a meeting of the Privy Council to-day, H.M. the King signed documents rendered necessary by the state of war existing between Great Britain and Turkey.

DEATH OF MAJOR-GENERAL KEKEWICH.

London, Nov. 5, 1.10 p.m.

The death is announced from Devonshire of Major-General R. G. Kekewich, C.B., of The Buffs.

BY TELEGRAPH.

EIGHT HUNDRED PRISONERS AND TWENTY-SIX GUNS TAKEN.

London, Nov. 4, 10.10 p.m.

A Tokyo telegram states that the Japanese have captured 800 prisoners before Tsingtao and destroyed 26 guns.

LATEST DETAILS.

Mr. S. Imai, Consul-General for Japan, kindly forwards the following official news which he received from Tokio yesterday evening:—

An official report of the Army Department published on the 5th November is as follows:—

Our artillery continued, as previously, the bombardment, and while concentrating their fire upon the enemy's batteries and forts, on the one hand, they threatened by cannonading the city of Tsingtao, on the other hand.

The result was that the enemy's batteries and forts were being more and more partially demolished, and on the night of the 3rd inst. the chimney of the electric power house and its building as well were demolished, while on the afternoon of the 4th inst. fire broke out near the barracks south-west of the Bismarck Hill.

During this cannonade, our artillery and engineers were attacking closer to the enemy.

Our right wing occupied the other forts, capturing one officer and 29 non-commissioned officers and men.

THE STRUGGLE IN FRANCE AND BELGIUM.

Allies Make "Appreciable Progress."

London, Nov. 4, 7.40 p.m.

Today's Paris communiqué says:—

The situation on our left is unchanged. The enemy on the right bank of the Yser retired. We recaptured Lombardzwil. The Germans on the left bank hold only one bridgehead between Dixmude and Nieupoort.

They abandoned large quantities of material and guns engulfed by the floods.

The battle continues from Dixmude to Lys with alternate advances and retirements, but on the whole the Allies have made appreciable progress.

Between Lys and Arras there has been a cannonading action in detail.

We advanced between Arras and the Oise eastward of Quessoy, as far as the heights of Pavilliers.

The enemy's attack on our Centre in the region of Vailly has not been continued, and we recaptured part of the lost ground.

There has been a violent cannonade and vigorous attacks on the heights of Chemin-des-Dames and around Rheims, but they were repulsed.

There is nothing of importance to report in the region Rheims to the Meuse, nor in the Vosges and Lorraine.

NO NOTABLE CHANGE IN THE SITUATION.

1.20 p.m.

A telegram from Paris issued at 11 o'clock yesterday evening states:—

There has been no notable change in the situation.

We progressed slightly in the north near Messines.

There have been violent cannonades without much result at several points, particularly to the west of Lens, between the Somme and the Artois, and in Artois and the forest of Ambray.

DECISIVE RUSSIAN SUCCESSES.

London, Nov. 5, 12.30 a.m.

The Russian forces have been triumphant, obtaining decisive successes along the whole line.

The Germans are now retreating on the East Prussian front.

The Russians captured Bukhajovo and large quantities of munitions.

While the hurried retirement beyond the Vistula continues the Austrians have been driven beyond Kielec, which the Russians occupied.

Decisive successes were obtained over the Austrians on the Kielec and Sanok front, where the Austrians hurriedly retreated.

The Russians took Sandomierz, which is an important strategic centre.

RUSSIANS REPULSE THE TURKS ON TURKISH SOIL.

London, Nov. 4, 4.30 p.m.

A telegram from Petrograd says that the Caucasian General Staff announces that the Russian troops crossed the Turkish frontier, and repulsed the Turkish advance guards, the Turks retreating, abandoning their dead.

CANADIANS REVIEWED ON SALISBURY PLAIN.

London, Nov. 4, 6 p.m.

Intense enthusiasm was shown when His Majesty the King, accompanied by Lord Kitchener (Secretary of State for War), reviewed the Canadian troops on Salisbury Plain.

ENORMOUS APPLICATION FOR THE TREASURY BILLS.

London, Nov. 4.

The applications for £15,000,000 British Treasury Bills totalled £27,000,000, the average rate being 3 11-16 per cent.

GERMANY'S PLANS.

Interesting Revelations.

London, Sept. 30th.

In an article in the Times, a well-known publicist from a neutral country, who was in Germany when the war broke out, and who has since been with the German army in Belgium, says:—

"Germany planned the invasion of France with divided forces—an army of invasion, and an army of occupation. The former, composed entirely of first line, with the most modern light artillery, was to prepare the way for heavy Howitzers and siege guns, intended for the reduction of the Paris forts and other fortified cities. The army of occupation, composed of Landwehr and Landsturm, was to occupy cities with a garrison force, and to guard the communications. Belgium's fierce opposition and the speedy arrival of the British force made many alterations necessary."

"Modern artillery corps, destined for France, have been diverted to the Landsturm, whose Mauser rifles were 15 years old, and whose artillery was much older."

"German guards—men between 35 and 45 and older—are now turned into offensive fighting units in Belgium. Forces from Antwerp, between September 8th and 14th, inflicted great losses in killed and wounded, and resulted in the capture of between 2,000 and 3,000 Germans. The Belgian activity necessitated maintaining the last reserve at Liege, where there has been a great congestion of troops. Recently 100,000 men, destined for the fighting on the Aisne, were held up, lying in railway trains and encamped on the hills surrounding the railway yards. They could not be sent ahead of supplies and munitions."

"It is reported that sickness is spreading among these waiting troops. Two of three divisions, with heavy siege guns, intended for the operations on the Aisne, were diverted to Antwerp. Every German infantry regiment has 10 or 12 machine guns concealed in light regimental transport waggon. They are carried by hand and can quickly be moved to the firing line."

These guns have changed the German infantry tactics, for the accuracy of the individual fire has been subordinated to the effect of a shower of bullets and volleys of machine-guns. Trusting to clearing the way in this fashion, the infantry moved forward in great masses in the early fighting, and the commanders did not mind the great losses incurred. But the great mortality began to tell on the morale of the men.

"At Liege some regiments lost 60 per cent of the men, and whole companies were left without officers. The Germans profited by this lesson, and the siege of Namur was an artillery duel throughout."

"The German's sole advantage at present is the possession of great siege guns, but the preponderance in machine-guns and individual rifle fire cannot be compared to the accuracy and efficiency of the British heavy and light artillery."

"The transport of the Landwehr and Landsturm units is of a makeshift order, including furniture vans. Many waggons have been commandeered in Belgium. The Germans' horses are very inferior."

"The Germans have a vast army of automobiles and motor cycles. The army of occupation includes a large number of boy scouts from 15 to 17 years old mounted on bicycles, and 6,000 marines, with floating mines and torpedoes for the destruction of the Antwerp docks. The Germans have enlisted the 'Boulevardier' railway police, these patrol railway lines under guard, and are hostages for the safety of the railways. So far the main lines have not been damaged, owing to the German's prodigious expenditure. An interruption in the railway lines for even a day or two would spell disaster."

"The German stage management is excellent. While 4,000 to 5,000 French prisoners from Mons were being paraded at Brussels, a band formed of 20 slightly wounded German soldiers marched to the railway station, singing patriotic songs. But nothing was said as to the number of soldiers buried in the battlefields or dying in the hospitals."

SCOTTISH FOOTBALL.

(From Our Own Correspondent.)

Edinburgh, Oct. 1.

Aberdeen had a chance to stop the victorious career of Hearts, but the only chance they missed was that of the Tynecastle players. After winning at Dens Park last season for the first time in seven years, Celtic again made Dundee appear a very ordinary eleven, and won more comfortably than the figures represent. Kilmarnock, Dumbarton, and St. Mirren provided sensations by winning on the grounds of opponents and against all promises of form. Third Lanark were quite three goals better than Raith Rovers, it was only better finishing that enabled Falkirk to overcome Hamilton Academicals. Only once in the last 25 years has the Glasgow Cup been held by a club other than Rangers, Celtic, and Third Lanark, and it is possible that Queen's Park will repeat their triumph of 1888. If they fail, a new name will fall to be inscribed on the trophy.

SCOTTISH LEAGUE—FIRST DIVISION.

Hearts, 2; Aberdeen, 0; Greenock Morton, 0; Hibernian, 0; Airdrieonians, 0; Kilmarnock, 2; Ayr United, 0; St. Mirren, 2.

Dundee, 1; Celtic, 3; Motherwell, 2; Dumbarton, 3.

Falkirk, 2; Hamilton Academicals, 0.

Third Lanark, 3; Raith Rovers, 0.

Aberdeen, 0; Queen's Park, 0.

Celtic, 3; Clyde, 0.

Rangers, 4; Hibernians, 2.

Third Lanark, 4; Partick Thistle, 0.

SECOND DIVISION.

Leith, 4; Dundee Hibernians, 2; Dunfermline Athletic, 5; St. Bernard's, 1; Lochcubbin United, 0; Johnstone's, 1.

Arthur's, 0; East Stirling, 1.

Alydbank, 1; Albion Rovers, 1.

Abercorn, 2; Cowdenbeath, 2.

THIRD DIVISION.

Clyde, 0; Queen's Park, 0.

Rangers, 0; Partick Thistle, 2.

FOURTH DIVISION.

The Royal and Ancient Golf Club have again declared that a steel shafted club is not a permissible departure from the traditional form and make of club.

WAR NEWS.

A wave of patriotic feeling has passed through India, of which it will be difficult to find a parallel in the history of this land. Never within the memory of man has there been in the Indian Empire such a united Indian race as firmly knit by the sense of loyalty and devotion to the Sovereign as they are now. To-day, Hindu, Mussulman, and Christian are one in thought and action for upholding the honour and power of Britain. — "The Indian Mirror."

THE KING AND A GALLANT FAMILY.

Admiral Jellicoe's Relatives.

Sir Charles Cuyler, Bt., head of the firm of Cuyler, Irvine, and Co., of Glasgow, owners of the Clan Line, has nine members of his family serving in the Forces of the Crown. The two best known are his sons-in-law, Admiral Sir John Jellicoe and Admiral Mackenzie. The other seven (three sons, two grandsons, and two nephews) all hold commissions.

Sir Charles has received a letter from the King congratulating him upon the number of his gallant relations serving at the present time and desiring him to convey to them his Majesty's best wishes for their health and prosperity. Sir Charles, who is nearly 75 years of age, travels daily into Glasgow to look after the business of his firm, as all his sons are at the front.

THE COURT IN WAR TIME.

Buckingham Palace Very Busy.

The outbreak of war (says a writer in the Lady) has necessitated many alterations in the arrangements of the Court and in the daily routine of their Majesties' lives. The usual visit to Balmoral has, of course, been postponed, and for the first time for many years the Court is in residence at Buckingham Palace in August, which is now as busy a place as the War Office or the Admiralty.

The work of the secretarial department has been enormously increased by the immense volume of correspondence and despatches from the War Office, the Admiralty, and the Foreign Office, which now come at frequent intervals throughout the day to his Majesty, all of which require the King's personal attention, leaving him practically no time to devote to other correspondence.

Queen Mary, in whom the King finds such a ready, capable, and efficient helpmate in the present time of trouble, has therefore taken charge of practically all the King's personal correspondence, and devotes the whole morning until lunch hour, and at least two hours either in the afternoon or evening, to attending to it. Her Majesty is assisted in this matter not only by her own private secretary, but by 4 of the staff in the private secretary's department. As is usual, when this country is at war, many reservists who are leaving the colours write to the King to declare their loyalty to their Majesties and their country, and all such letters are always acknowledged at once by a specially written letter.

Along two hundred and thirty of these letters were acknowledged from Buckingham Palace. To others who write to declare their loyalty to the King and Queen, and the number of these is very large, a specially prepared circular letter is sent, for it would be simply impossible to send a written letter to each.

"Both the King and Queen, it may be mentioned, are kept more fully informed of the course of the war than any of their subjects, from whom it is particularly important to keep them up to date, in view of the necessity of preventing the enemy from obtaining information. But all the information our Government has of the progress of the whole course of the campaign is given daily to the King and Queen; the members of the household, who in the course of their duties become possessed of this information, are sworn to safeguard its secrecy even from their most intimate friends or nearest relations."

WHY IT SELLS.

CHAMBERLAIN'S Cough Remedy is the world to-day, because it does exactly what a cough remedy is supposed to do. It stops the cough by curing the cold, and does it speedily and effectively. For sale by all Chemists and Storekeepers.

VICTORIA THEATRE

TO-NIGHT, NOVEMBER 6th. GRAND GALA NIGHT

IN AID OF THE PRINCE OF WALES FUND
SEE PROGRAMMES AND HAND BILLS.

Saturday, 7th November

AND

For 3 Nights Only

The Great Comedy

THE SCHOOL GIRL

in 2 parts.

AND THE

POWERFUL DRAMA

THE LOVE THAT DEGRADES.

LOOK OUT FOR TUESDAY 10th

WAR PICTURE

LOOK OUT FRIDAY 13th

BOYS OF THE BULLDOG BREED.

WHITEAWAY, LAIDLAW and Co., Ltd.

New deliveries of Ladies' Goods.



SPECIAL

VALUE

In Ladies

Stockings Black

and Tan—Double

and Tan—Double

and Tan—Double

and Tan—Double

and Tan—Double

and Tan—Double

and Tan—Double

and Tan—Double

and Tan—Double

and Tan—Double

and Tan—Double

and Tan—Double

and Tan—Double

and Tan—Double

and Tan—Double

MOUSQUETAIRE GLOVES

SUEDE FINISH, TWELVE BUTTON LENGTH IN WHITE, CREAM, BLACK.

20 Des Voeux Road.

Burgoyne's

THE WINES THAT MAKE

AUSTRALIA FAMOUS

Wine Growers to

H. M. The King

Claret Reserve Per Case 12 Quarts \$17.00

Claret Reserve Per Case 24 Pints \$18.00

Burgundy Reserve Per Case 12 Quarts \$18.00

Burgundy Reserve Per Case 24 Pints \$19.00

Hock Reserve Per Case 12 Quarts \$18.00

Hock Reserve Per Case 24 Pints \$19.00

Chablis Reserve Per Case 12 Quarts \$19.00

Chablis Reserve Per Case 24 Pints \$20.00

SOLE AGENTS.

Gande, Price & Co., Ltd.,

8, Queen's Road Central,

Tel. No. 135

HONGKONG

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

STAMPA	TO SAIL	REMARKS
SHANGHAI	Daylight	Freight and
SHANGHAI, MANILA, KOREA	11th Nov.	Passage.
YOKOHAMA	About	Freight and
LONDON, via Suez, Port of Call	18th Nov.	Passage.
LONDON & GENOA	Noon	Freight and
Port of Call	20th Nov.	Passage.
LONDON & GENOA	About	Freight and
Port of Call	25th Nov.	Passage.

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

E. A. HEWITT, Superintendant.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

SAILINGS TEMPORARILY WITHDRAWN.

Then EMPRESS OF RUSSIA and EMPRESS OF ASIA are new quadruple screw 21 knot turbine steamers of 18800 tons gross—30,000 tons displacement—the latest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the latest wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON

EMPEROR OF RUSSIA	Optional Atlantic Port \$71.10.
EMPEROR OF ASIA	do do 245.
EMPEROR OF INDIA	do do 285.
EMPEROR OF JAPAN	do do 285.

MONTEAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—245. Boston or New York—245. Meals and sleeping car across Canada not included in any of above rates. If required such will cost \$3 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of call on route.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (Opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong:	From Colombo:
25th November.	Connecting with "GUJARAT" 17th December.

EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.
MANAGING AGENTS.

NATAL LINE OF STEAMERS

TAKEING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD.

Proposed Sailing from Hongkong

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
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For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL.

S.S.

For Freight and further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. YOUNG MARU, for Moji & Kobe	8th Nov.
S.S. HIRATA MARU, for Moji & Kobe	22nd Nov.
S.S. HIRATA MARU, for Moji & Kobe	22nd Nov.
S.S. HIRATA MARU, for Moji & Kobe	22nd Nov.
S.S. HIRATA MARU, for Moji & Kobe	22nd Nov.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 13000 tons	SIBERIA 13000 tons
CHINA 10200 tons	NILE 10000 tons
PERSIA 9000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. MONGOLIA	Sailing TUESDAY	1st Dec.	1 p.m.
S.S. KOREA	TUESDAY	22nd Dec.	1 p.m.
S.S. SIBERIA	TUESDAY	29th Dec.	1 p.m.
S.S. CHINA	TUESDAY	13th Jan.	1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous chef. Large steamships equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passage Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, Agent.

King's Building (Opposite Blake Pier), Telephone No. 141.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Tons & Speed.
TENYO MARU	22,000-21 knots	From Nagasaki, 14 Nov.
NIIPPON MARU	11,000-18 knots	From Kobe, 1st Dec.
SHINYO MARU	22,000-21 knots	From Hongkong, 8 Dec.
CHIYO MARU	22,000-21 knots	From Hongkong, 5 Jan.

Steamers via Shanghai + will be despatched at NOON.

First Class to London	\$71.10.	Return (6 months) \$120.
First Class to New York	\$80.	\$96.10.
San Francisco	\$45.	\$58.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call to Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans-Andean Route to Buenos Aires.

Steamer.	Displacement Tons & Speed.	Sailing.
ANYO MARU	18,500-15 knots.....	Wednesday, 2nd December.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

DOLLAR STEAMSHIP CO.

PROPOSED SAILING HONGKONG TO
SAN FRANCISCO

and
SAN PEDRO (Los Angeles).

Steamship	Captain	Sailing
HAZEL DOLLAR	H. E. RILEY	On or about November 10th.

For Freight Rates and space apply to

THE ROBERT DOLLAR CO.,

3 Queen's Building.

V. M. SMITH,

MANAGER.

Phone 782.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STAMPA	TO SAIL
SHANGHAI	CHINA	Nov. 8, Daylight.
MANILA, CEBU & ILOILO	CHINA	Nov. 10, at 4 p.m.
SHANGHAI	CHINA	Nov. 10, at 4 p.m.
HOIHOW & HAIPHONG	KATONG	Nov. 11, at 11 a.m.
SHANGHAI	YINGCHOW	Nov. 12, at 4 p.m.
MANILA, CEBU & ILOILO	TAMING	Nov. 12, at 4 p.m.
WUHAIRWEI & TIENTSIN	HEICHO	Nov. 19, at Noon.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming', & 'Tian'. Excellent Saseed accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, at 'Taming' and 'Tian'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui', 'Chen', 'Shanghai' and the S.S. 'Lingchow', 'Lanow', and 'Yuechow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STAMPA	TO SAIL
SHANGHAI via FOCHOW	TAKEKANG	SATURDAY, Nov. 7, Daylight.
MANILA	LOONGSANG	SATURDAY, Nov. 7, at 3 p.m.
TIENTSIN via SHANGHAI & WUHAIRWEI	CHONGSHING	TUESDAY, Nov. 10, Daylight.
SANDAKAN	CHUNSAH	THURSDAY, Nov. 12, at Noon.
SINGAPORE, PENANG & CALCUTTA	FAUSANG	THURSDAY, Nov. 12, at 3 p.m.
MANILA	TUENSANG	SATURDAY, Nov. 14, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kusan, Nanyang & Fooking leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the Yatsing, Kusan, and Nanyang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Wuhaiwei & Tientsin.

Taking Cargo on through Bills of Lading to Koda, Lahad Darn, Singapore, Tawau, Umkan, Jesselton and Labuan.

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO CHANGE WITHOUT NOTICE.)

'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamers	Date of Departure.
LONDON & BULL	'MERIONETHSHIRE'	24th December.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

Victoria, Vancouver, Seattle, Tacoma & Portland via Honolulu	Sailing
'GLENROY'	24th November.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.

AGENTS.

SHIPPING



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATA.
VIA PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Company's Mail Steamer carrying His Majesty's Mails will be despatched from this port for HONGKONG on FRIDAY, the 20th November, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Mail Steamer from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for India, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the Company's Mail Steamer due in London on 1st January, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages at required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, Nov. 6, 1914.

HOTELS

KINGSLERE HOTEL,
HONGKONG.

UNRIVALED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour. Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans. Telephones in Bedrooms and sitting-rooms throughout.

Telephone No. 1129.

Cable Address: 'Kingsclere', Hongkong, September 1, 1906. 1908

KING EDWARD HOTEL

Central Location.

ALL ELECTRIC TRAM Fares Entrance, Electric Lifts, Fans and Lighting, European Baths and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food and Service.

TELEPHONE 373.

TELEGRAPHIC ADDRESS: R. H. NORTH.

'VICTORIA'.

AGENTS.

LONDON.—F. AGAR, 11 & 9 Clement's Lane, Lombard Street & C. B. Brown & Co. Ltd., 183 Queen's Road, Victoria St. CHINA, Box 2, Prince of Wales Hotel, 20 Cornhill. GORDON & GORDON, 15 St. Bride St., E.C.4. ROBERT WATSON, 150 Fleet Street, E.C.4. MURPHY & Co., 20, Abchurch Lane, E.C.4. J. J. KERR & Co., 2, Whitby Street, E.C.4. HENDER & O'NEILL, Ltd., 10, 11, 12 New Bridge St., E.C.4.

SCOTLAND.—F. AGAR, 11 & 9 Clement's Lane, Lombard Street & C. B. Brown & Co. Ltd., 183 Queen's Road, Victoria St.

PARIS AND EUROPE, MATHESON FRASER & Co., 18 Rue de la Grange, Batelle Paris.

NEW YORK.—T. B. BROWN, Ltd., 20, Wall St., New York City.

THE CHINESE EXHIBITION OFFICE, 65 West 3rd Street.

SAN FRANCISCO and American Ports generally.—BLAIR & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., Ltd., Agents, Colombo.

SINGAPORE, STRAITS, etc.—KELLY & WALES, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.

CHINA.—Canton, FAYELL & Co., Foochow.

SHANGHAI, KATONG, KELLY & WALES, Ltd., Yokohama, KATONG & WALES, Ltd.

THE CHINA MAIL, LTD.

5, Wyndham Street, Hongkong.

THE CHINA MAIL

TYPHOON

MAP and

GUIDE

Enables one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAYED FOR FILING

Price 40 Cents.

From THE CHINA MAIL OFFICE.

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
Codes: A, B, C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watkin.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.
ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.
All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	BREADTH AT HEAD	DEPTH AT HEAD	DEPTH AT TAIL	DEPTH AT MID	DEPTH AT TAIL	DEPTH AT MID	DEPTH AT TAIL	DEPTH AT MID	DEPTH AT TAIL
Kowloon	200	40	10	10	10	10	10	10	10	10
No. 1 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 2 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 3 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 4 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 5 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 6 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 7 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 8 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 9 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 10 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 11 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 12 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 13 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 14 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 15 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 16 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 17 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 18 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 19 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 20 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 21 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 22 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 23 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 24 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 25 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 26 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 27 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 28 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 29 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 30 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 31 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 32 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 33 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 34 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 35 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 36 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 37 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 38 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 39 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 40 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 41 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 42 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 43 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 44 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 45 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 46 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 47 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 48 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 49 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 50 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 51 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 52 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 53 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 54 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 55 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 56 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 57 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 58 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 59 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 60 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 61 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 62 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 63 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 64 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 65 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 66 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 67 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 68 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 69 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 70 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 71 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 72 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 73 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 74 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 75 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 76 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 77 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 78 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 79 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 80 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 81 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 82 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 83 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 84 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 85 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 86 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 87 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 88 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 89 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 90 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 91 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 92 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 93 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 94 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 95 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 96 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 97 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 98 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 99 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10
No. 100 Dock, Kowloon	200	40	10	10	10	10	10	10	10	10

Please Address Enquiries to the Chief Manager,
1407

R. M. DYER, B.Sc., M.I.N.E., Kowloon Dock, Hongkong

KOWLOON-CANTON RAILWAY.

Time Table - From 1st. October 1914.

OUT		IN	
Kowloon	5.50	5.42	9.40
Shang Hai	5.54	5.44	11.20
Yan Ma Ti	5.59	5.50	11.30
Sha Tin	7.10	10.02	11.48
Tai Po	7.23	10.22	12.02
Tai Po Market	7.27	10.27	12.08
Wan Lung	7.36	10.37	12.19
Shing Shui	7.39	10.40	12.22
Sham Chun	7.44	8.40	10.45
Canton	11.20	6.05	6.23

*Will stop at Shing Shui on notice being given to the guard at Kowloon.
Golfers Train. Sundays and Public Holidays.
Kowloon 8.45 a.m. Tai Po 9.15 Shing Shui 9.30
Sha Tin 9.45
Sha Tin Kok Branch.
OUT
Fan Lung Dep. 6.05 8.20 12.30 3.50
Sha Tin Kok Arr. 7.00 9.15 1.45 4.15
IN
Sha Tin Kok Dep. 7.10 9.25 1.45 5.15
Fan Lung Arr. 8.10 10.25 2.45 6.15

ROYAL OBSERVATORY.
HONGKONG DAILY WEATHER
REPORT.

NOVEMBER 6, 1914.—P.M.

Station.	Hour.	Barometer at Sea Level.	Temperature, °	Humidity	Direction, Force.	Weather.	
Victoria	7.30	29.99	82	50	0	o	
Nelson	8.30	29.95	82	50	FE 3	o	
Mokadote	11	29.87	81	NW	3	b	
Tokio	11	29.80	81	NW	1	b	
Keel	11	30.03	81	W	1	b	
Shanghai	11	30.11	81	—	0	b	
Shanghai	11	30.12	81	NNE	1	b	
Utsunomiya	11	30.06	81	SE	1	b	
Yokohama	11	30.05	81	NW	4	b	
Yokohama	11	30.03	81	—	0	b	
Booninland	11	30.06	81	—	0	b	
Choofoo	11	—	81	—	0	b	
Shanghai	11	30.07	46	24	NW 3	b	
Hankow	11	—	—	—	—	b	
Yokohama	11	—	—	—	—	b	
Kiukiang	11	—	—	—	—	b	
Shanghai	11	—	—	—	—	b	
Shanghai	11	30.18	88	SE	1	b	
Shanghai	11	30.14	50	SE	1	b	
Shanghai	11	30.14	55	73	SE	2	b
Shanghai	11	30.16	82	94	N	1	b
Shanghai	11	30.08	88	—	6	b	
Shanghai	11	30.05	88	—	0	b	
Shanghai	11	30.02	88	—	0	b	
Shanghai	11	30.02	88	—	0	b	
Shanghai	11	30.02	88	—	0	b	
Shanghai	11	30.08	82	82	E 2	b	
Shanghai	11	30.04	80	84	FE 1	b	
Shanghai	11	29.99	83	—	E 4	b	
Shanghai	11	30.06	74	—	FE 1	b	
Shanghai	11	30.17	83	89	FE 1	b	
Shanghai	11	—	—	—	—	b	
Shanghai	11	—	—	—	—	b	
Shanghai	11	30.04	88	—	NNE 2	b	
Shanghai	11	30.06	88	—	NW 4	b	
Shanghai	11	29.95	75	—	FE 3	b	
Shanghai	11	29.98	74	—	FE 1	b	
Shanghai	11	29.92	71	—	FE 1	b	
Shanghai	11	29.92	78	—	NNE 1	b	
Shanghai	11	29.95	83	—	N 1	b	
Shanghai	11	—	—	—	N 2	b	
Shanghai	11	29.94	86	—	FE 1	b	